



REPORT TO THE HEARING EXAMINER

A. SUMMARY AND PURPOSE OF REQUEST

HEARING DATE:	September 9, 2014
Project Name:	Renton Heritage Apartments
Owner:	Renton Heritage LLC; 11747 NE 1 st St #300; Bellevue, WA 98005
Applicant:	Oscar Del Moro, Cosmos Development Co. ; 11747 NE 1 st St #300; Bellevue, WA 98005
Contact:	Raymond Gamo, Stricker Cato Murphy Arch; 311 1 st Ave S #300; Seattle, WA 98104
File Number:	LUA14-000933, CU-H, SA-H, MOD
Project Manager:	Rocale Timmons; Senior Planner
Project Summary:	<p>The applicant is requesting Hearing Examiner Site Plan Review, Hearing Examiner Conditional Use Permit and a refuse and recycle modification for the construction of a 5-story mixed-use building containing 101 residential units and 3,553 square feet of commercial space. In 2008 the applicant received Hearing Examiner Site Plan, Conditional Use Permit, and parking modification approvals along with Environmental Review for the construction of a similar 101 unit mixed use building. However, the Hearing Examiner Site Plan, Conditional Use Permit expired in 2010. The applicant is now proposing to maintain much of the original proposal in order to eliminate the need for additional Environmental Review. The mixed-use structure would have an average height of 64 feet. The vacant 29,500 square foot site is located within the Center Downtown (CD) zoning classification on the southwest corner of S 2nd St and Main Ave S. Primary vehicular access to the site would be provided via two entry points from an existing alley, along the western side of the property, which is proposed to be widened. A total of 101 parking spaces would be provided within the structure. A refuse and recycle modification, from RMC 4-4-090, is being requested in order to reduce the number of required deposit and collection points. The site is located on Zone 1 of the Aquifer Protection Area and within a Seismic Hazard Area. There appears to be no other critical areas located on site.</p>
Project Location:	207-219 Main Ave S
Site Area:	29,500 square feet



Project Location Map

B. EXHIBITS:

- Exhibit 1: Hearing Examiner Recommendation, Staff Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Floor plan
- Exhibit 5: Elevations
- Exhibit 6: Elevation Perspectives
- Exhibit 7: Determination of Non-Significance – Mitigated (March 17, 2008)
- Exhibit 8: Proof of Notice of Application Mailing
- Exhibit 9: Aerial Photograph
- Exhibit 10: Geotechnical Report (July 8, 2007)
- Exhibit 11: Drainage Report
- Exhibit 12: SEPA Addendum (August 18, 2014)
- Exhibit 13: Neighborhood Detail Map
- Exhibit 14: Traffic Study (June 17, 2014)
- Exhibit 15: LUA07-139 HEX Decision (May 1, 2008)
- Exhibit 16: Alley Exhibit
- Exhibit 17: Conceptual Main Ave S and S 2nd St Improvement Plan

C. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Renton Heritage LLC
11747 NE 1st St #300
Bellevue, WA 98005
- 2. **Zoning Classification:** Center Downtown (CD)
- 3. **Comprehensive Plan Land Use Designation:** Urban Center Downtown (UC-D)
- 4. **Existing Site Use:** Vacant
- 5. **Neighborhood Characteristics:**
 - a. **North:** Commercial Retail (CD zone)
 - b. **East:** Commercial Retail (CD zone)
 - c. **South:** Commercial Retail (CD zone)
 - d. **West:** Commercial Retail (CD zone)
- 6. **Site Area:** 29,530 square feet

D. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/2004
Zoning	N/A	5100	11/01/2004

Original City of Renton Plat	N/A	N/A	1901
2 nd & Main Apartments Site Plan, Conditional Use, and Environmental Review and Approval	LUA07-139	N/A	05/01/2008

E. PUBLIC SERVICES:

1. Existing Utilities

- a. Water: The proposed development is within the City of Renton's 196 pressure zone water service area. There is an existing 8-inch water main in Main Ave S and an existing 8-inch water main in S 2nd St (refer to City water project plan no. W-1156) which can deliver a maximum total flow capacity of 2,400 gallons per minute (gpm). The static water pressure is about 65 psi at ground elevation of 44 feet.
- b. Sewer: Sewer service is provided by the City of Renton. There is an 8-inch sewer main in an easement on the site.
- c. Surface/Storm Water: There is a private storm drainage conveyance system and water quality treatment on site.

2. Streets: There are partial street improvements along the frontage of S 2nd St and Main Ave S.

3. Fire Protection: City of Renton Fire Department

F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:

1. Chapter 2 Land Use Districts

- a. Section 4-2-020: Purpose and Intent of Zoning Districts
- b. Section 4-2-070: Zoning Use Table
- c. Section 4-2-120: Commercial Development Standards

2. Chapter 3 Environmental Regulations

- a. Section 4-3-100: Urban Design Regulations

3. Chapter 4 Property Development Standards

4. Chapter 6 Streets and Utility Standards

- a. Section 4-6-060: Street Standards

5. Chapter 9 Procedures and Review Criteria

- a. Section 4-9-030: Conditional Use Permits
- a. Section 4-9-200: Site Plan Review
- b. Section 4-9-250: Variances, Waivers, Modifications, and Alternates

6. Chapter 11 Definitions

G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

1. Land Use Element
2. Community Design Element

H. FINDINGS OF FACT:

1. The applicant is requesting Hearing Examiner Site Plan Review, Hearing Examiner Conditional Use Permit and a refuse and recycle modification for the construction of a 5-story mixed-use building containing 101 residential units and 3,553 square feet of commercial space.
2. In 2008 the applicant received Hearing Examiner Site Plan, Conditional Use Permit, and parking modification approvals along with Environmental Review for the construction of a 101 unit mixed use building (Exhibit 15). However, the Hearing Examiner Site Plan, Conditional Use Permit expired in 2010.
3. The applicant has indicated that the revised proposal includes the same number of units, height, access, public art commitment and orientation as the expired proposal. The differences between the proposed and expired site plans include a reduction in parking stalls and different architectural detailing. Additionally, vehicular access is now proposed to be limited to the alley with no vehicular access from Main Ave S.
4. The property is located within the Urban Center Downtown (UCD) Comprehensive Plan land use designation, the Center Downtown (CD) zoning classification, and Design District 'A'.
5. All vehicular access to parking areas would be at the rear of the building along the alley to the west.
6. The subject site is bordered by Main Ave S to the east and the S 2nd St to the north. Existing retail uses abut the site to the south and west.
7. The site is currently vacant however was formerly occupied by a gas station with a service building on the north half. The south half of the site was formerly a parking lot. All above grade improvements have been removed.
8. The proposal would have an approximate density of 150 du/ac.
9. The Center Downtown (CD) zoning classification permits a residential density of 100 dwelling units per acre and up to 150 units per acre with an approved Hearing Examiner Conditional Use Permit. The proposed project has a residential density of 148.5 units per acre and, therefore, requires the approval of a Hearing Examiner Conditional Use Permit.
10. The proposed structure would be 72 feet and 8 ½ -inches from the existing (and proposed) grade plane, at the tallest point of the shed roof elements (Exhibit 5).
11. The building's primary (residential) entrance is proposed to be located in the center of the eastern façade facing Main Ave S. Secondary (retail) entrances are also proposed along Main Ave S and at that northeast corner of the structure (southwest corner of Main Ave S and S 2nd St).
12. The applicant has proposed brick masonry siding as a base material to ground the first and portions of the second story along Main Ave S and S 2nd St.
13. Cement board paneling of various colors and horizontal and vertical metal siding is proposed for use in order to create visual interest and provide breaks in exterior walls (Exhibit 5).
14. The site is located in a seismic hazards area and Zone 1 of the Aquifer Protection Area.
15. The approximate volume of cut would be 2,768 cubic yards, in order to construct below grade parking. Excavated material would be hauled off site.

16. The proposal includes a total of 101 structured parking stalls and 51 bicycle parking stalls.
17. The Planning Division of the City of Renton accepted the above master application for review on July 16, 2014 and determined complete on July 22, 2014. The project complies with the 120-day review period.
18. No public or agency comments were received.
19. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended) on March 17, 2008 the Environmental Review Committee (ERC) issued a Determination of Non-Significance – Mitigated (DNS-M) for the project. The DNS-M included seven mitigation (Exhibit 7). A 14 day appeal period commenced on March 24, 2008 and ended on April 7, 2008. No appeals of the threshold determination were filed.
20. On August 18, 2014 the Environmental Review Committee (ERC) issued an Addendum to the Determination of Non-Significance – Mitigated (DNS-M) for the project (Exhibit 12). The Addendum eliminated Mitigation Measures #2, 3, 5, and 6 as they were no longer applicable to the proposal and retained Mitigation Measures #1, 4 and 7.
 - a. Mitigation Measure #1: The applicant shall comply with the recommendations delineated in the Geotechnical Engineering Study, dated July 18, 2007, prepared by Geotech Consultants.
 - b. Mitigation Measure #4: Work shall immediately cease and the Washington State Department of Archaeology and Historic Preservation shall be contacted should any archaeological artifacts be discovered during earthwork activities
 - c. Mitigation Measure #7: An avigation easement shall be provided and notification shall be provided to each tenant through individual lease agreements
21. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
22. The proposal requires Site Plan Review. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200.E:

SITE PLAN REVIEW CRITERIA:**a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:**

The site is designated Urban Center Downtown (UC-D) on the Comprehensive Plan Land Use Map. The purpose of CD is to The purpose of the UC-D is to provide an opportunity for redevelopment as a destination shopping area with neighborhood, citywide, and sub-regional services and mixed-use residential development. **The proposal is compliant with the following Comprehensive Plan policies:**

✓	Policy LU-201. Uses in the Urban Center - Downtown should include a dynamic mix of uses, including retail, entertainment, restaurant, office, and residential, that contribute to a vibrant city core.
✓	Policy LU-202. Development and redevelopment of Urban Center - Downtown should strive for urban density and intensity of uses.
✓	Policy LU-204. Projects in the Urban Center - Downtown should achieve an urban density and intensity of development that is greater than typical suburban neighborhoods. Characteristics of urban intensity include no or little setbacks, taller structures, mixed-uses, structured parking, urban plazas and amenities within buildings.
✓	Policy LU-205. Development should not exceed mid-rise heights within the Urban Center -

	Downtown.
✓	Objective LU-QQ: Encourage the evolution of downtown Renton as a regional commercial district that complements the redevelopment expected to occur in the Urban Center - North.
✓	<p>Policy CD-36. Developments within Commercial and Centers land use designations should have a combination of internal and external site design features, such as:</p> <ol style="list-style-type: none"> 1) Public plazas; 2) Prominent architectural features; 3) Public access to natural features or views; 4) Distinctive focal features; 5) Indication of the function as a gateway, if appropriate; 6) Structured parking; and 7) Other features meeting the spirit and intent of the land use designation.
✓	Policy CD-39. Ensure quality development by supporting site plans and plats that incorporate quality building, development, and landscaping standards that reflect unity of design and create a distinct sense of place.

b. ZONING COMPLIANCE AND CONSISTENCY:

*The subject site is classified **Center Downtown (CD)** on the City of Renton Zoning Map. The purpose of the CD zone is to provide a mixed-use urban commercial center serving a regional market as well as high-density residential development. Uses include a wide variety of retail sales, services, multi-family residential dwellings, and recreation and entertainment uses. RMC 4-2-120B provides development standards for development within the CD zoning classification. The following development standards are applicable to the proposal:*

Density: Per RMC 4-2-120B the allowed density range in the CD zoning classification is a minimum of 25 dwelling units per net acre (du/ac) up to a maximum of 100 du/ac. Density may be increased to 150 dwelling units per net acre subject to Administrative Conditional Use approval. Net density is calculated after public rights-of-way, private access easements, and critical areas are deducted from the gross acreage of the site.

There would be no deductions from the 29,530 gross square foot (0.678 acres) site for critical areas, right-of-way dedications, or access easements. Pursuant to RMC 4-11-040, public and private alleys shall not be subtracted from gross acres for the purpose of net density calculations. The 101 unit proposal would arrive at a net density of 148.97 dwelling units per acre (101 units / 0.678 acres = 148.97 du/ac). Therefore the proposal requires an Administrative Conditional Use Permit.

Pursuant to RMC 4-8-080C.2 where required permits are subject to different types of permit review procedures, then all the applications are subject to the highest-number procedure. Pursuant to RMC 4-9-200D.2 a public hearing before the Hearing Examiner is required for Site Plan Review when the project contains more than 100 residential units. Therefore, the requested Conditional Use Permit is also required to be reviewed by the Hearing Examiner.

See Conditional Use Permit analysis under Finding 23.

Lot Dimensions: Per RMC 4-2-120B there is no minimum lot size, width or depth in the CD zone.

The proposal does not propose to alter any lot lines.

Lot Coverage: *Per RMC 4-2-120B there is no maximum lot coverage for buildings within the CD zone.*

The footprint for the building will cover the majority of the site. The proposed building would have a footprint of 26,242 square feet on the 29,530 square foot site resulting in a building lot coverage of approximately 89 percent.

Setbacks: *Per RMC 4-2-120B the CD zoning classification has a minimum front yard and side yard along-a-street setback of 0-feet and a maximum setback of 15 feet for portions of the structure that are below 25 feet in height. There is no maximum front yard, or side yard along-a-street setback for those portions of the structure that exceed 25 feet in height. There are no other setback requirements within this zone.*

The following table contains setbacks, at the closest point, for the proposed structure:

West Setback (Alley)	East Setback (Main Ave S)	North Setback (S 2 nd St)	South Setback
5 feet	0 feet	4 feet and 7-inches	6 feet and 10-inches

The proposed structure complies with all setbacks of the CD zone.

The project is however proposed to be built across a portion of the common boundary between existing property lines of the underlying short plat. Therefore, staff recommends as a condition of approval the applicant be required to record a Lot Line Adjustment, formal Lot Combination or Binding Site Plan in order to ensure the proposed mixed use building is not built across property lines. The instrument shall be recorded prior to building permit approval.

Landscaping: *Per RMC 4-4-070 all development in the CD zone is exempt from all but the maintenance of any existing landscaping and street tree requirements of this Section.*

While there are no landscape requirements in the CD zone a conceptual landscape plan was submitted with the project application (Exhibit 3). The conceptual landscape plan illustrates materials that would be used to enhance the visual character of the building.

The proposed street level landscaping utilizes street trees in 4-foot x 8-foot tree grates used to highlight architectural features and create visual interest along the streetscape. The proposed street trees, Princeton sentry, along S 2nd St and Main Ave S are appropriate to downtown development.

The Level 2 courtyard garden would use a variety of tree and shrub planter boxes placed to create varied residential gathering spaces and screening would be used to provide privacy for adjacent residential units. Plaza pavers would also be used to further define courtyard gathering spots. A fire pit and movable site furniture are also proposed.

The landscape plan includes a planting plan which contains different tree (vine maple, Japanese stewartia) and shrub species (fire redbud, dogwood, pacific rhododendron, red flowering current, and evergreen huckleberry) but does not provide specific detail for the screening and furniture for the Level 2 plaza. Additionally, the proposal would benefit from the placement of another street tree along Main Ave S at the southern portion of the site as well as landscape planters to denote pedestrian entry points. Therefore staff recommends, as a condition of approval, the applicant be required to submit a revised landscape plan to the Current Planning Project Manager prior to building permit approval. The revised landscape plan shall depict the following: specific detail for courtyard screening and furniture; an additional street tree along Main Ave S at the southern portion of the site; and landscape planters to denote pedestrian entry points.

Building Height: *Per RMC 4-2-120B building height is restricted to 95 feet.*

The applicant has provided a varied roofline consisting primarily of shed roofs at a low angle that

have been articulated for visual interest (Exhibit 5). The height of the proposed structure would be 72 feet and 8 ½ -inches at the tallest point of the shed roof elements. The proposal complies with the height requirement of the zone. The Airport overlay, Part 77 horizontal surface height limit is 179 feet above mean sea level in this area and the proposal would be below the maximum height permitted in the overlay.

Screening: *All mechanical units and refuse and recyclable areas are proposed to be located within the building and would not be visible from the public.*

Refuse and garbage containers would be located within the proposed structure and accessed for pickup via the alley to the west of the site. The proposal does not include rooftop mechanical equipment.

Parking: *The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on the square footage of the use. Pursuant to RMC 4-2-120B all parking shall be provided in the rear portion of the yard, with access taken from an alley, when available. Parking shall not be located in the front yard, nor in a side yard facing the street nor rear yard facing the street. Parking may be located off-site or subject to a joint parking requirement.*

The following ratios would be applicable to the site:

<u>Use</u>	<u>Square Footage of Use or # of units</u>	<u>Ratio</u>	<u>Required Spaces</u>
Attached dwellings	101	Min: 1 space / residential unit Max: 1 space / residential unit	Min: 101 Max: 101
Retail	3,553	Min: 0 spaces / 1,000 SF Max: 1 spaces / 1,000 SF	Min: 0 Max: 3

Based on the proposed uses, a minimum of 101 parking spaces would be required in order to meet code up to a maximum of 104 stalls. The applicant proposed a total of 101 spaces within structured parking (84 standard stalls, 14 compact stalls, and 2 ADA stalls). The applicant is proposing 15 parking stalls which would be directly accessed from the alley that are under the proposed structure at grade. The two levels of the parking garage, containing the remaining 86 parking stalls would be connected inside the structure by ramps and would be accessible from two driveways at grade along the alley.

Staff would like to note while the proposal complies with the parking ratios of the code and dimensional standards, the proposed project is anticipated to not only create approximately 25 new jobs but provide approximately 3,500 square feet of retail space for which no parking is proposed. Given the proposed increases in density, pursuant to a Conditional Use Permit, and existing public parking limitations in the immediate vicinity the proposal would benefit from additional parking stalls for potential residential/restaurant employees and restaurant patrons. The applicant would be able to provide parking off-site which could be subject to a joint parking requirement.

Additionally, the three northern most stalls located at grade along the alley would potentially conflict with the alley entrance off of S 2nd St. The elimination of the northern most stall and/or use of back in parking only would likely eliminate conflicts with the S 2nd St alley entrance. Finally, the proposal does not appear to comply with the accessible parking requirements of the code. Pursuant to RMC 4-4-080E.8.g the minimum number of accessible spaces required for 101-150 parking spaces within a garage is 5 accessible stalls.

Therefore, staff recommends the applicant be required to revise the parking plan to include the following: relocation of the three northern most stalls located at grade along the alley and/or limit

the stalls to back in parking only; the provision of adequate ADA accessible parking stalls; and the provision of additional on-site stalls for potential residential/restaurant employees and restaurant patrons in the amount of 10-20 stalls. Alternatively, the applicant may provide parking off-site which could be subject to a joint parking requirement. The revised parking plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval or construction permit approval whichever comes first.

The applicant recently submitted a conceptual structured parking plan in order to address staff's concerns related to the inadequate number of parking spaces. The concept included the use of tandem stalls. While the tandem stalls would assist in accommodating the larger 2-3 bedroom units they would not assist in the need for direct access stalls for employees on site and potential patrons. Therefore, staff is recommending the applicant to revise the concept to include additional direct access stalls, in combination with proposed tandem spaces. The applicant is encouraged to consider the reinstatement of three north/south stalls along the northern wall of the structured parking levels as well as find ways to increase the footprint north or south to accommodate a few more stalls without necessitating another drive aisle.

Refuse and Recyclables: *Per RMC 4-4-090 for multi-family developments a minimum of 1 ½ square feet per dwelling unit is required for recyclable deposit areas and a minimum of 3 square feet per dwelling unit is required for refuse deposit areas. In retail/restaurant developments, a minimum of 5 square feet per every one 1,000 square feet of building gross floor area shall be provided for recyclables deposit areas and a minimum of ten 10 square feet per 1,000 square feet of building gross floor area shall be provided for refuse deposit areas. Additionally, at least one deposit area/collection point for every 30 dwelling units is required.*

Based on the proposal for a total of 3,553 square feet of retail/restaurant space; a minimum area of 100 square feet of refuse and recycle area would be required for the commercial component of the project. Another 455 square feet of refuse and recycle area is also required to be dedicated based on the proposal for 101 residential units.

The applicant is proposing to locate a 559 square foot refuse and recycle enclosure under the structure along the alley. The applicant is proposing only one collection point for the building as opposed to the four that would be required pursuant to code.

Pursuant to RMC 4-9-250D the applicant is requesting Administrative Modifications from RMC 4-4-090, Refuse and Recyclable Standards in order to reduce the number of collections points.

RMC 4-4-090F allows the Administrator to grant modifications from the Citywide Property Development Standards for individual cases, provided the modifications meet the following criteria (pursuant to RMC 4-9-250.D.2):

- a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.*

Staff Comment:

The Comprehensive Plan does not specifically address refuse and recycle standards. Therefore this criterion is not applicable.

- b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment; and*

Staff Comment: The applicant contends the required number of deposit and collection locations would present a practical difficulty for creating a functional and efficient ground floor layout. If

approved, the size of the refuse deposit area would be located in a relatively centralized location at the rear of the building. The location would be approximately 108 feet from the furthest entrance to the residential component of the project to allow for easy access to residents. It's location would also serve to provide ease of access to hauling trucks.

Staff concurs the requested modification conforms to the intent and purpose of the refuse and recyclable standards by providing adequate refuse deposit areas in the amount necessary for the Renton Heritage Apartment project and sufficient locations as to not cause residents to travel very far to drop refuse and recyclables.

c. Will not be injurious to other property(ies) in the vicinity; and

Staff Comment: The proposed refuse and recycle deposit areas are located within the proposed structure and would therefore not have impacts on surrounding properties within the vicinity.

d. Conform to the intent and purpose of the Code; and

Staff Comment: See discussion under criterion "a".

e. Can be shown to be justified and required for the use and situation intended; and

Staff Comment: See discussion under criterion "b".

f. Will not create adverse impacts to other property(ies) in the vicinity; and

Staff Comment: See discussion under criterion "c".

The proposal satisfies 6 of the 6 criteria listed in RMC 4-9-250D.2 for both requested modifications if all conditions of approval are met. Therefore, staff recommends approval of the requested refuse and recycle modification.

Signs: The applicant would be required to comply with the signage requirements outlined in RMC 4-4-100 at the time of sign application. The applicant did not submit a signage package for the proposed mixed use structure and therefore could not be reviewed at this time. Given the location of the subject site as a gateway into Downtown Renton a conceptual sign package which indicates the approximate location of all exterior building signage would serve to ensure proposed signage is in keeping with building's architecture and exterior finishes.

Therefore staff recommends, as a condition of approval, the applicant be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage (residential and commercial). Proposed signage shall be compatible with the building's architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

Critical Areas: The site is located on Zone 1 of the Aquifer Protection Area and within a Seismic Hazard Area.

The purpose of the Aquifer Protection Area regulations is to protect aquifers used as potable water supply sources by the City from contamination by hazardous materials. RMC 4-3-050 outlines prohibited activities with the Zone 1 of the Aquifer Protection area. The proposed uses are not prohibited and the applicant is not proposing the use of fill on site. The proposal is not likely to impact the long-term, short-term or cumulative quality of the aquifer.

Closure of a facility or termination of any or all facility activities in Zone 1 of the Aquifer Protection Area shall be conducted in accordance with the closure requirements of RMC 4-9-015F, Closure Permit. The Closure Permit demonstrates that no detectable unauthorized release has occurred or that unauthorized releases have been cleaned up. It is unclear if the former use (gas station) obtained necessary closure permits. Therefore staff recommends, as a condition of approval, the

applicant be required to submit verification that a closure permit has been obtained and/or demonstrates that no detectable unauthorized release has occurred or that unauthorized releases have been cleaned up. This information shall be provided to the Current Planning Project Manager prior to construction permit approval.

The applicant provided a geotechnical report, prepared by Geotech Consultants, Inc., on July 8, 2007 (Exhibit 10). The site is nearly level. The subsurface evaluation for the project identified the predominant soil on site as medium dense alluvial sand and gravels, overlain by approximately 3 feet of fill and 15 feet of fill where gas tanks were previously located. Groundwater was encountered at depths of 20-26 feet and was not interpreted to be a shallow aquifer.

The soil conditions observed in the geotechnical explorations were found to be suitable for a mat foundation. Additional recommendations, included in the geotechnical report, include specific recommendations for: site preparation, structural fill, excavation, slab-on-grade floors, drainage, and pavements. As such, staff recommended as a SEPA mitigation measure, that the applicant comply with all of the design recommendations included within the "Geotechnical Engineering Study", prepared by Geotech Consultants, Inc. (Exhibit 7 and 12).

c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY: *The site is located within Design District 'A'. To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity throughout the district.*

Staff Comment: *As demonstrated in the table below it is our recommendation that the proposal meets the intent of the Design Regulations on the basis of individual merit if all conditions of approval are met.*

i. SITE DESIGN AND BUILDING LOCATION:

Intent: *To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.*

1. Building Location and Orientation:

Intent: *To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.*

Guidelines: *Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.*

<p>Compliant if Condition of Approval are Met</p>	<p>Standard: <i>The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</i></p> <p>Staff Comment: <i>The proposed structure is located on a majority of the site with little to no setbacks from the proposed pedestrian easements along the Main Ave S and S 2nd St street frontages. The proposed design includes the availability of natural light into the building with the use of a two-story entrance for the residential component of the project. However, with the absence of setbacks and a proposed 13-½ foot first story ceiling height, natural light is limited for the building's commercial component including the proposed outdoor seating area. The proposed indoor, and outdoor, commercial space would benefit from the availability of additional natural light. Additionally, the prominence of the commercial entrance is subordinate to the proposed residential entrance. Both objectives could be met if an increase in the first story height were incorporated into the building</i></p>
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	<p>design and the use of a two-story entrance at the corner.</p> <p>Therefore, staff recommends as a condition of approval the applicant submit revised elevations which incorporate additional height for the first story of the entire structure, to no less than 15-feet, and the use of a two-story entrance for the commercial component at the corner of Main Ave S and S 2nd St. The applicant may also submit an alternative solution which would provide additional natural light to the commercial use (both indoor and outdoor) and achieves a more prominent architectural entrance at the corner of Main Ave S and S 2nd St. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p> <p>Staff will also be recommending the use of floor to ceiling windows for the commercial component of the project, as part of the glazing discussion below, which would also serve to enhance the natural light availability for the commercial use.</p> <p>The proposal is well beneath the maximum horizontal surface height limit of 179 feet above mean sea level and therefore the recommended increases in height would not impact the proposals ability to comply with the maximum height limit.</p>
✓	Standard: Buildings shall be oriented to the street with clear connections to the sidewalk.
✓	Standard: The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.
N/A	Standard: Buildings with residential uses located at the street level shall be set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building or have the ground floor residential uses raised above street level for residents privacy.

2. Building Entries:

Intent: To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.

Guidelines: Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.

Compliant if Conditions of Approval are Met	<p>Standard: A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p>Staff Comment: The main retail entrances would be located at the northeast corner of the structure while the main residential entrance would be located along Main Avenue S. There are no primary pedestrian entry points along the alley west of the property. The applicant has stated that canopies, architectural elements and ornamental lighting will be employed at the retail and residential entrances to clearly identify them as the primary pedestrian entry points into the building. However, the applicant did not provide awning and lighting detail with the land use application. The perspectives (Exhibit 6) depict street level awnings for the residential entry lobby and the outdoor seating/retail entrance. No other street level awnings are shown. Therefore, staff recommends the applicant provide awning detail which depict additional appropriately-sized awnings along the balance of the Main Ave S and S 2nd St ground level facades in order to provide weather protection and emphasize the commercial aspect of the ground level. Awnings are required to accentuate the building architecture and placed so as to avoid blocking window glazing as much as possible. The awning detail shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p> <p>The main retail entrances at the street corner are an integral architectural feature of the building to achieve a visual character appropriate to a "gateway" landmark. However, the</p>
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	commercial prominence of the entrance is subordinate to the proposed residential entrance which is currently a two-story high recess. Staff has recommended the applicant submit revised elevations which would serve to enhance the natural light to the commercial use. The recommended condition would also serve to amplify the commercial entry at the corner of Main Ave S and S 2 nd St.
Compliant if Conditions of Approval are Met	Standard: A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting. Staff Comment: See discussion above.
Compliant if Conditions of Approval are Met	Standard: Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet wide. Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level. Staff Comment: See discussion above.
N/A	Standard: Building entries from a parking lot shall be subordinate to those related to the street.
✓	Standard: Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.
N/A	Standard: Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.
N/A	Standard: Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.
3. Transition to Surrounding Development: Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved. Guidelines: Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.	
✓	Standard: At least one of the following design elements shall be considered to promote a transition to surrounding uses: (a) Building proportions, including step-backs on upper levels; (b) Building articulation to divide a larger architectural element into smaller increments; or (c) Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development. Additionally, the Administrator of the Department of Community and Economic Development or designee may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.
4. Service Element Location and Design: Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas. Guidelines: Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
✓	Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and

	<i>located where they are accessible to service vehicles and convenient for tenant use.</i>
N/A	Standard: In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.
N/A	Standard: Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).
N/A	Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.
ii. PARKING AND VEHICULAR ACCESS:	
Intent: To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.	
1. Surface Parking:	
Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.	
Guidelines: Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.	
N/A	Standard: Parking shall be located so that no surface parking is located between a building and the front property line, or the building and side property line, on the street side of a corner lot.
N/A	Standard: Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.
2. Structured Parking Garages:	
Intent: To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.	
Guidelines: Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.	
✓	Standard: Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.
N/A	Standard: The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.
N/A	Standard: Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.
N/A	Standard: The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.
N/A	Standard: Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of

	treatments.
N/A	<p>Standard: The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:</p> <ul style="list-style-type: none"> (a) Ornamental grillwork (other than vertical bars); (b) Decorative artwork; (c) Display windows; (d) Brick, tile, or stone; (e) Pre-cast decorative panels; (f) Vine-covered trellis; (g) Raised landscaping beds with decorative materials; or (h) Other treatments that meet the intent of this standard...
3. Vehicular Access: Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets. Guidelines: Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.	
✓	Standard: Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.
✓	Standard: The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.
iii. PEDESTRIAN ENVIRONMENT: Intent: To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.	
1. Pedestrian Circulation: Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment. Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.	
Compliant if Condition of Approval is met	<p>Standard: A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <ul style="list-style-type: none"> (a) Pathways shall be located so that there are clear sight lines, to increase safety. (b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development. <p>Staff Comment: Staff received comments from City Departments regarding safety concerns for patrons using the outdoor seating area and the potential for vehicles using the busy intersection to jump the curb. Therefore, staff recommends as a condition of approval the applicant be required to provide bollards or an alternative measure to reduce the potential for vehicles to compromise the safety of patrons using the proposed outdoor</p>

	seating area. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
N/A	Standard: Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.
✓	Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically: (a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface. (b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12'). (c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.
N/A	Standard: Mid-block connections between buildings shall be provided.
iv. RECREATION AREAS AND COMMON OPEN SPACE:	
Intent: To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.	
Guidelines: Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians	
✓	Standard: All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.
✓	Standard: Amount of common space or recreation area to be provided: at minimum fifty (50) square feet per unit.
✓	Standard: The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator of the Department of Community and Economic Development or designee.
✓	Standard: At least one of the following shall be provided in each open space and/or recreation area (the Administrator of the Department of Community and Economic Development or designee may require more than one of the following elements for developments having more than one hundred (100) units): (a) Courtyards, plazas, or multi-purpose open spaces; (b) Upper level common decks, patios, terraces, or roof gardens/pea-patches. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development; (c) Pedestrian corridors dedicated to passive recreation and separate from the public street system; (d) Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or (e) Children's play spaces that are centrally located near a majority of dwelling units and visible from surrounding units. They shall also be located away from

	<i>hazardous areas such as garbage dumpsters, drainage facilities, and parking areas.</i>
N/A	Standard: All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.
N/A	Standard: The pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses shall include all of the following: <ul style="list-style-type: none"> (a) Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and (b) Paved walking surfaces of either concrete or approved unit paving; and (c) On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and (d) At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.
N/A	Standard: The following areas shall not count as pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses: <ul style="list-style-type: none"> (a) The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator of the Department of Community and Economic Development or designee determines such space meets the definition of pedestrian-oriented space. (b) Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.
N/A	Standard: Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.
v. BUILDING ARCHITECTURAL DESIGN:	
Intent: To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.	
1. Building Character and Massing:	
Intent: To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.	
Guidelines: Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.	
✓	Standard: All building facades shall include modulation or articulation at intervals of no more than forty feet (40').
✓	Standard: Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.
Compliant if Condition of Approval is met	Standard: Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade; or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area. Staff Comment: The original approval included a commitment to public art on site. However, the City has begun a CIP project at the intersection Main Ave S and 2 nd St. The CIP project includes the construction of large plaza, and a dedicated space for public art, on the northwest corner of the intersection (Exhibit 17). The CIP plaza space would offer a large area to accommodate a substantial public art installation. As an alternative to a public art installation which might detract from planned improvements on the northwest

	<p>corner of the intersection the applicant is encouraged to provide additional streetscape amenities which may include ornamental bicycle racks, public refuse receptacles, or use of small raised landscape planters which could also serve to provide informal seating at the ground level. The planter could also serve to be used as a public gathering space and provide an informal separation of the public sidewalk and the proposed on-site outdoor dining area.</p> <p>Staff recommends as a condition of approval the applicant submit a final public art plan or an approved streetscape public improvement plan. Additional streetscape amenities which may include ornamental bicycle racks, public refuse receptacles, or use of small raised landscape planters which could also serve to provide informal seating at the ground level. The preferred plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
<p>2. Ground-Level Details:</p> <p>Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p>Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p>	
Compliant if Condition of Approval is Met	<p>Standard: Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p>Staff Comment: While the applicant notes human-scaled elements such as lighting fixtures or other landscape features along the majority of the building's northern or eastern façades are proposed the elements are not apparent on the provided elevations (Exhibit 4). A recommended condition above for additional vegetation in planters along the street facade would partially meet the intent of this standard. However, additional human scale elements are needed in order to reinforce a pedestrian oriented development and enhance the commercial portion of the project at the street front.</p> <p>The proposed aluminum store front windows for the retail space is limited to the retail space portion that is tucked under the corner of the building. In order to reinforce the pedestrian scale of the retail space, floor to ceiling window types should be considered for extension to the west along S 2nd St and south along Main Ave S to the respective retail space entrance from the sidewalk. The increase in glazing would not only work to attract active retail/restaurant tenants, as well as provide sufficient visibility into and out of the space and provide better visibility to the public plaza across S 2nd St.</p> <p>Therefore, staff recommends as a condition of approval, the applicant submit revised elevations depicting added floor to ceiling window types for the extension of the proposed retail space to the west along S 2nd St and south along Main Ave S to the respective retail space entrance from the sidewalk. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. If this condition of approval is met the proposal would satisfy this standard.</p>
✓	<p>Standard: On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p>
✓	<p>Standard: Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p>
✓	<p>Standard: Display windows shall be designed for frequent change of merchandise, rather</p>

	than permanent displays.
✓	Standard: Where windows or storefronts occur, they must principally contain clear glazing.
✓	Standard: Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.
N/A	<p>Standard: Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <p>(a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet), and does not include a window, door, building modulation or other architectural detailing; or</p> <p>(e) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</p>
N/A	<p>Standard: If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <p>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</p> <p>(b) Trellis or other vine supports with evergreen climbing vines;</p> <p>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</p> <p>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</p> <p>(e) Seating area with special paving and seasonal planting.</p>
<p>3. Building Roof Lines:</p> <p>Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.</p> <p>Guidelines: Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
✓	<p>Standard: Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p> <p>(a) Extended parapets;</p> <p>(b) Feature elements projecting above parapets;</p> <p>(c) Projected cornices;</p> <p>(d) Pitched or sloped roofs</p> <p>(e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</p>
<p>4. Building Materials:</p> <p>Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p>Guidelines: Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>	
✓	Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.
✓	Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.

Compliant if Condition of Approval Met	<p>Standard: Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p>Staff Comment: The applicant has proposed a building exterior with varied colors, textures, and profiles. Brick masonry of at least two tones is proposed to be used at the base which provides contrast to storefront glazing at the street level. The facades contain cement board paneling of various colors and horizontal and vertical metal siding with varied profiles. The façade treatments create visual appeal and break up the monotony of the exterior walls. Standing seam metal sheets are proposed to be utilized on the shed roofs. It isn't clear if the proposal would use high quality building materials. In order to ensure that quality materials are used staff recommends the applicant submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other high quality material. Full brick-sized material should be encouraged for at least the street level façade to ensure durable materials are applied in high traffic pedestrian locations. Any non-brick masonry finishes proposed at the ground level that may be accessible to humans should be anti-graffiti coating applied to ensure easy removal of graffiti. If this condition of approval is met the proposal would satisfy this standard.</p>
N/A	<p>Standard: If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>
N/A	<p>Standard: If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</p>
<p>vi. SIGNAGE:</p> <p>Intent: To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.</p> <p>Guidelines: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets. Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.</p>	
Compliant if Condition of Approval Met	<p>Standard: Entry signs shall be limited to the name of the larger development.</p> <p>Staff Comment: Signage has not yet been designed for the proposed project. The applicant would be required to submit a comprehensive signage package which complies with the standards of Design District 'A'. The signage package shall be submitted to and approved by the Current Planning Manager prior to sign permit approval.</p> <p>Staff has recommended a conceptual sign package, which indicates approximate locations of all exterior building signage to serve both the residential and commercial uses. Locations and supports are required to be compatible with the building's architecture and exterior finishes (see Signage discussion under Finding above).</p>
Compliant if Condition of Approval Met	<p>Standard: Corporate logos and signs shall be sized appropriately for their location.</p> <p>Staff Comment: See condition above.</p>
Compliant if Condition of Approval Met	<p>Standard: In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</p> <p>Staff Comment: See condition above.</p>
Compliant if	<p>Standard: Freestanding ground-related monument signs, with the exception of primary</p>

Condition of Approval Met	entry signs, shall be limited to five feet (5') above finished grade, including support structure. <u>Staff Comment:</u> See condition above.
Compliant if Condition of Approval Met	Standard: Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director. <u>Staff Comment:</u> See condition above.
Compliant if Condition of Approval Met	Standard: All of the following are prohibited: a. Pole signs; b. Roof signs; and c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section). <u>Staff Comment:</u> See condition above.
G. LIGHTING: Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night. Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.	
Compliant if Condition of Approval is Met	Standard: Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting. <u>Staff Comment:</u> The application narratives indicate that building lighting will be utilized to complement the architecture of the building. However, a lighting plan was not provided with the application. Therefore, staff recommends as a condition of approval that a lighting plan be provided which complies with the Design District standards. The plan shall indicate the location of exterior/ornamental lighting to be attached to the building, including specifications and photo samples of the light fixtures. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. If this condition of approval is met the proposal would satisfy this standard.
N/A	Standard: Corporate logos and signs shall be sized appropriately for their location.
Compliant if Condition of Approval is Met	Standard: Accent lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork. <u>Staff Comment:</u> See condition above.
Compliant if Condition of Approval is Met	Standard: Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 , Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.). <u>Staff Comment:</u> See condition above.
d. PLANNED ACTION ORDINANCE AND DEVELOPMENT AGREEMENT COMPLIANCE AND CONSISTENCY: Not applicable	
e. OFF SITE IMPACTS:	

Structures: *Restricting overscale structures and overconcentration of development on a particular portion of the site.*

While the proposed mixed-use structure is concentrated over the entire site. The building's façade would be articulated and modulated in order to divide larger architectural elements into small increments. The buildings roof lines, pitches, and shapes would also be articulated and appear to be designed to reduce apparent bulk. The proposal provides a visual continuation of the neighboring pedestrian storefronts. The applicant is also proposing the use of storefront glazing, covering canopies, enhanced landscaping and an on-site outdoor dining space, which would work to enhance the pedestrian experience.

The corner element of the building will consist of a segmented curve to soften the corner of the building mass. The element itself will be modulated and articulated to continue to principle of breaking down the building volume.

Transparent windows will comprise a minimum of 75% of the linear frontage of the ground floor facade.

Circulation: *Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.*

All vehicular access to parking areas would be at the rear of the building along the alley to the west. There are no curb cuts proposed along Main Ave S or S 2nd St. The elimination of curb cuts along the street would reduce conflict points between pedestrians and vehicles. The proposal promotes safe and efficient circulation through the shared access points.

Loading and Storage Areas: *Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.*

See Screening discussion under Findings Section 22.b no rooftop mechanical equipment will be installed.

Views: *Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.*

There are no territorial view for which to maintain visual accessibility. Staff received no comments from adjacent properties regarding views.

Landscaping: *Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.*

See Landscaping discussion under Findings Section 22.b.

Lighting: *Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.*

A lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under Findings Section 22.c).

f. ON-SITE IMPACTS:

Structure Placement: *Provisions for privacy and noise reduction by building placement, spacing and orientation.*

The building has a primary orientation to the north and east for the commercial space. The main residential entrance would be located along Main Ave S. The entry way would be a two story high

recess which creates prominence and is easily identifiable at the street level.

The corner serves as a focal point of the development with the use of the segmented curve. However, the proposal would benefit enhancing the prominence at the corner. Staff has recommended conditions of approval which would work to enhance the prominence of the structure at the corner of S 2nd S and Main Ave S (See discussion under Findings Section 22.c).

It is anticipated that most of the noise impacts would occur during the construction phase of the project. The applicant has submitted a Construction Mitigation Plan that provides measures to reduce construction impacts such as noise, control of dust, traffic controls, etc. In addition, the project would be required to comply with the City's noise ordinance regarding construction hours.

Structure Scale: *Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.*

While the proposed mixed-use structure is concentrated over the entire site. The applicant is also proposing storefront glazing, covering canopies, enhanced landscaping and street furniture which enhance the pedestrian experience. The scale and bulk of the building is attempted to be reduced through the use of differing materials on the building facades, building articulation and modulation and differing roof profiles.

The pedestrian courtyards have been strategically placed on site in order take advantage of sun exposure from the south and west most times of the year and would likely only be shaded at certain times of the day during the winter months.

If all recommended conditions of approval are met the building's ground floor street frontage will be visually distinct from the upper floors of the building to create a well-defined, pedestrian-scaled base. Entrance canopies, exterior lighting elements, planted containers and outdoor dining furniture at the street intersection is recommended to be used to reinforce the pedestrian scale and orientation of the ground floor frontage.

Natural Features: *Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.*

The site does not contain any trees on site and therefore exempt from tree retention requirements found in RMC 4-4-130. The applicant however is proposing to plant six additional trees within the right-of-way. Staff has recommended a condition of approval requiring the applicant plant a seventh tree along Main Ave S (See discussion under Findings Section 22.c, Design Regulations).

The applicant provided a geotechnical report, prepared by Geotech Consultants, Inc., on July 8, 2007 (Exhibit 10). The site is nearly level. The subsurface evaluation for the project identified the predominant soil on site as medium dense alluvial sand and gravels, overlain by approximately 3 feet of fill and 15 feet of fill where gas tanks were previously located. Groundwater was encountered at depths of 20-26 feet.

The soil conditions observed in the geotechnical explorations were found to be suitable for mat foundation. Additional recommendations, included in the geotechnical report, include specific recommendations for: site preparation, structural fill, excavation, slab-on-grade floors, drainage, and pavements. As such, staff recommended as a SEPA mitigation measure, that the applicant comply with all of the design recommendations included within the "Geotechnical Engineering Study", prepared by Geotech Consultants, Inc. (Exhibit 7 and 12).

Following development, impervious surface coverage would be approximately 100%. On site soil removal would be required to reach the bottom of excavation for the lower parking level. The approximate volume of cut would be 2,678 cubic yards and hauled off site.

Landscaping: Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.

See discussion under Findings Section 22.b, Landscaping.

g. ACCESS:

Location and Consolidation: Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.

All vehicular access to parking areas would be at the rear of the building along the alley to the west. There are no curb cuts proposed along Main Ave S or S 2nd St. The elimination of curb cuts along the street would serve to reduce conflict points between pedestrians and vehicles. The proposal promotes safe and efficient circulation through the shared access points.

Internal Circulation: Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.

See Location and Consolidation discussion above.

The proposal includes a parking garage that would provide 101 parking stalls. For 101 dwelling units, 101 parking spaces would be required. Additionally, the commercial component of the project comprises 3,553 and an additional 25 employees are anticipated for the proposal. However, the proposal does not include any additional stalls for patrons or employees on site. Given the proposed increases in density and existing public parking limitations in the immediate vicinity staff recommended the provision of additional parking stalls for potential residential/restaurant employees and restaurant patrons (see discussion under Findings Section 22.b, Parking).

Loading and Delivery: Separating loading and delivery areas from parking and pedestrian areas.

There are no dedicated loading or delivery areas proposed on site.

Transit and Bicycles: Providing transit, carpools and bicycle facilities and access.

Per RMC 4-4-080F.11.a 0.5 bicycle parking space is required per one dwelling unit and for all other uses the number of bicycle parking spaces shall be 10% of the number of required off-street parking spaces. The proposal contains 101 units therefore, 51 bicycle parking stalls shall be required for the residential units. Based on the proposal which requires a minimum of 0 vehicle parking stalls for all other uses on site, no additional bicycle parking stalls are required to be provided. The applicant has proposed a total of 51 bicycle parking stalls within the structured parking area which complies with the standards outlined in RMC 4-4-080F.11. For in-building bike parking fixed structures for locking individual bikes, such as racks, must be provided within the facility.

It is unclear if the proposal provides fixed structures for locking individual bikes. Therefore staff recommends the applicant submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. Please note staff has encouraged the applicant provide bicycle parking along the frontage of the site as an alternative to the proposed public art commitment (see discussion under Findings Section 22.c Design Regulations). Should the applicant utilize ornamental bicycle parking along the streetscape those stalls shall be used to offset the required number bicycle parking stalls.

Pedestrians: Providing safe and attractive pedestrian connections between parking areas, buildings,

public sidewalks and adjacent properties.

The applicant is proposing a pedestrian circulation system around the project site which provides good access to the commercial spaces and proposed residential amenities. With the provision of a 4-foot wide pedestrian easement along Main Ave S and S 2nd St the existing 8-foot wide sidewalks would be widened to 12-feet. The increase in width would serve to reinforce the pedestrian network linkages and promote pedestrian activity. The applicant has achieved safe and attractive pedestrian connections throughout the site.

The applicant's intent for pavement design for the replaced and new sidewalk areas, is unclear. In order to ensure consistent pavement design with existing Downtown public sidewalk pavement design staff recommends the applicant provide a pavement design for Main Ave S and S 2nd St. The pavement design shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.

h. OPEN SPACE: *Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.*

The applicant is proposing a total of 5,114 square feet of common open space which exceeds the 50 square/unit requirement. The 5,114 square feet is distributed between a 1,105 square foot residential amenity space at grade and a 4,009 square foot roof deck patio on the second floor. The second floor common deck/roof garden will be centrally located, with dwelling units surrounding it on three sides. The second floor common deck/roof garden will be located on the west side of the property, and will enjoy solar exposure from mid-afternoon to early evening in the summer. The ground floor residential amenity space will be adjacent to the main residential lobby off of Main Ave S.

All units are also proposed to either have a ground floor patio or a private deck for the upper story units. Staff has encouraged the applicant to consider pedestrian seating along the frontage of the site to serve as an alternative to providing public art. If provided, in addition to the recommended condition for landscape planters at the grade, the space streetscape could allow for passive recreation activities.

i. VIEWS AND PUBLIC ACCESS: *When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines.*

The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable as the site is not adjacent to a shoreline.

j. NATURAL SYSTEMS: *Arranging project elements to protect existing natural systems where applicable.*

There are no natural systems located on site with the exception of drainage flows. See Drainage discussion under Findings Section 22.k.

k. SERVICES AND INFRASTRUCTURE: *Making available public services and facilities to accommodate the proposed use.*

Police and Fire: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. A Fire Impact Fee, based on new multi-family units and square foot of non-residential area is required in order to mitigate the proposal's potential impacts to City emergency services. The applicant would be required to pay an appropriate Fire Impact Fee.

Parks and Recreation: The proposed development is anticipated to impact the Parks and Recreation system. The applicant would be required to pay an appropriate Parks Impact Fee. The fee would be used to mitigate the proposal's potential impact to City's Park and Recreation system and is payable to the City as specified by the Renton Municipal Code.

Water and Sewer: The site is served by the City of Renton for all utilities. It has been determined that the preliminary fire flow demand for the proposed development is 4,500 gpm which is greater than that the available maximum fire flow capacity. In order to provide water service for domestic and fire protection to the proposed project, the following water main improvements are required. installation of about 600 feet of 12-inch water main in Main Ave S from the existing 12-inch water main in S 3rd St to the existing 12-inch water main at the intersection of Bronson Ave S and S 2nd St.

There is an 8-inch sewer main in Main Street and an 8-inch sewer main in South 2nd St which is of sufficient size to support the proposed development. System development fee for sewer is based on the size of the new domestic water to serve the proposed project. The current rate for 1-inch meter is \$2,033.00.

Drainage: The project is located in the Lower Cedar River basin and is located within ½ mile of the Cedar River. A series of catch basins along Main Ave S and catch basins at the northeast corner of the site provide discharge locations for the stormwater runoff. Stormwater runoff generated on the site currently appears to sheet flow toward the north and east section of the lot, where it is collected in multiple catch basins and is piped to a 12-inch storm conveyance in Main Ave S.

A preliminary drainage plan and drainage report has been submitted with the site plan application, prepared by DCI Engineers, dated July 15, 2014 (Exhibit 11). The report addresses compliance with the 2009 King County Surface Water Manual and the 2009 City of Renton Amendments to the KCSWM, Chapters 1 and 2. Based on the City's flow control map, this site falls within the Peak Rate Flow Control Standard (Existing Site Conditions).

The proposed development would preserve the existing drainage pattern. The drainage report provided indicates no flow control measures are required and the property is exempt from water quality. However, the report does not include information on capacity for the existing conveyance system. Additionally, while the report indicated there is no flow control required there is no demonstration of meeting exemptions allowed in the KCSWDM. Flow control may be required in accordance with Core Requirement # 3. In order to meet the exemption for flow control, the project is required to meet one of the three criteria in Chapter 1.2.3.

Finally, water quality may also required in accordance with Core Requirement #8. The plans on file appear to show the new plus replaced PGIS exceeds the threshold of 5,000 square feet. In order to meet the surface area exemption for water quality, all three criteria are required to be met under Chapter 1. Please note that approximately 90% of the existing PGIS will be replaced by the new building. Please note all commercial development is required to provide Enhance water quality treatment if not exempt.

A Final TIR is required to be submitted at the time of construction permit.

Transportation: A traffic study prepared by Heffron Transportation, dated June 17, 2014, was submitted with the site plan application and has been reviewed (Exhibit 14). The subject site fronts onto S 2nd St and Main Ave S. All vehicular access to parking areas would be at the rear of the building along the alley to the west.

The existing right-of-way width in Main Ave S is 60 feet. The existing right-of-way width in S 2nd Street is also 60 feet. Both streets are classified as a Principal Arterials. Street improvements fronting this site would be required to include a new 12-foot sidewalk, street trees (4-foot x 8-foot grates) behind the existing curb, and street lighting meeting City's arterial street lighting levels. The northeast lot corner would require a minimum radius of 25 feet. Existing pavement section from curb to curb for both streets are acceptable. Up to four feet would be required to be placed in a pedestrian easement along both streets, for improvements behind the existing curb including the radial corner, pending the submittal of a survey.

Therefore, staff recommends as a condition of approval, the applicant be required to submit a recorded pedestrian easement in sufficient width (up to 4 feet) to construct street improvements behind the existing curb. The easement shall be submitted to and approved by the Plan Reviewer prior to construction permit approval.

Pursuant to RMC 4-6-060 alleys are required to be 16 feet in the commercial zones. Dedication of right of way would be required in order to widen and improve the alley. Up to 11 feet of dedication would be need for the two northern parcels and up to 6 feet would be required to be dedicated from the two southern parcels.

Staff recommends as a condition of approval, the applicant be required to dedicate up to 11 feet in order to construct alley improvements adjacent to the existing alley. The dedication shall be submitted to and approved by the Plan Reviewer prior to construction permit approval.

Vehicle ingress and egress to the site will be from S 2nd St via a 16 foot alley located along the west side of the site. The alley currently extends approximately 400 feet south from 2nd St and terminates. The City has plans to extend the existing alley from its current terminus south and east out to Main Ave S (approximately 270 lineal feet). The extension would be completed by obtaining additional easements/right-of-way from those property owners which abut the extended portions of the alley (Exhibit 16). The City extension of the alley, along with alley improvements for the proposed development would provide alley access to Main Ave S.

The proposal is estimated to generate 950 daily vehicle trips; 740 daily trips are associated with the proposed apartment units and 210 daily trips from the proposed retail space. Weekday peak hour AM will generate 58 vehicle trips and 92 trips occurring during the PM peak hour.

Currently all surrounding intersections operate at LOS A and would continue to operate at LOS A with the project in 2016, with the exception of northbound traffic from the alley to S 2nd St and eastbound traffic from the alley to Main Ave S. The level of service would change to LOS B which is acceptable to the City. The increased traffic created by the development will be mitigated by payment of transportation impact fees.

It is anticipated that the proposed project would result in short term and long term impacts to the City's street system. Traffic impact fees for the new use based on square footage of the new building and use (not including parking garage) will apply. Credit will be given towards the previous use and impact fees paid at that time. Impact fee (without a credit) is estimated to be \$112, 378.00. Payment of impact fee will be due at time of building permit issuance.

Schools:

It is anticipated that the Renton School District can accommodate any additional students generated by this proposal at the following schools: Bryn Mawr Elementary, Dimmitt Middle School and Renton High School. A School Impact Fee, based on new multifamily unit, will be required in order to mitigate the proposal's potential impacts to Renton School District. The fee is payable to the City as specified by the Renton Municipal Code. Currently the fee is assessed at \$1,339.00 per multi-family unit.

I. PHASING: The applicant is not requesting any additional phasing.

- 23.** The proposal requires a Conditional Use Permit in order to establish a new public facility. The following table contains project elements intended to comply with Conditional Use Permit decision criteria as related to the request for a change of use, as outlined in RMC 4-9-030.D:

CONDITIONAL USE PERMIT CRITERIA:

A. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:

The site is designated Commercial Corridor (CC) on the Comprehensive Plan Land Use Map. The purpose of the Commercial Corridor is to evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. **The proposal is compliant with the following Comprehensive Plan policies:**

✓	<p>Consistency with Plans and Regulations: <i>The proposed use shall be compatible with the general goals, objectives, policies and standards of the Comprehensive Plan, the zoning regulations and any other plans, programs, maps or ordinances of the City of Renton.</i></p> <p><u>Staff Comment:</u> The proposal is consistent with Comprehensive Plan and Development Regulations applicable to the site if all conditions of approval are complied with. See discussion under Findings Section 22.a-b.</p>
✓	<p>Appropriate Location: <i>The proposed location shall not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location shall be suited for the proposed use.</i></p> <p><u>Staff Comment:</u> The proposed project would be located at the intersection of two Principal Arterial roads (S 2nd St and Main Ave S) in the Downtown Core. The proposed mixed-use development would serve the surrounding community by providing additional housing and commercial opportunities. Attached units are an outright permitted use in the CD zone. The subject request is for additional density, which can be increased with approval of this requested Conditional Use Permit. Located at one of the major gateways to the City this site lends itself particularly well to the proposed use. The proposed architecture and streetscape amenities, if all conditions of approval are met, would reflect the gateway function of the building and enhance the character of the Downtown Core.</p>
Compliant if all Conditions are Met	<p>Effect on Adjacent Properties: <i>The proposed use at the proposed location shall not result in substantial or undue adverse effects on adjacent property.</i></p> <p><u>Staff Comment:</u> The proposed project's increase in density is not anticipated to create undue adverse effects on surrounding properties if all conditions of approval are met. The project is expected to assist in revitalization efforts for the Downtown Core area.</p>
✓	<p>Compatibility: <i>The proposed use shall be compatible with the scale and character of the neighborhood.</i></p> <p><u>Staff Comment:</u> Although the proposed building would be taller than surrounding buildings, the immediate area is zoned CD and likely to change as incremental redevelopment occurs. Comprehensive Plan policies encourage taller buildings and more intensive use of properties in the downtown core. The CD zoning allows for a 95-foot height limit.</p> <p>The subject property is located within a predominantly commercial area. However, there are established single family and newer and proposed multi-family developments in close proximity.</p> <p>Based on existing uses within the surrounding area, staff considers the proposal to be compatible with the neighborhood.</p>
Compliant if all Conditions are met	<p>Parking: <i>Adequate parking is, or will be made, available.</i></p> <p><u>Staff Comment:</u> See discussion under Findings Section 22.b.</p>
Compliant if all Conditions	<p>Traffic: The use shall ensure safe movement for vehicles and pedestrians and shall mitigate potential effects on the surrounding area.</p>

are met	<u>Staff Comment:</u> See discussion under Findings Section 22.b,d.
✓	Noise, Light and Glare: <i>Potential noise, light and glare impacts from the proposed use shall be evaluated and mitigated.</i> <u>Staff Comment:</u> See discussion under Findings Section 22.b-d.
✓	Landscaping: <i>Landscaping shall be provided in all areas not occupied by buildings, paving, or critical areas. Additional landscaping may be required to buffer adjacent properties from potentially adverse effects of the proposed use.</i> <u>Staff Comment:</u> The proposal provides landscaping in all areas not occupied by buildings and paving. See discussion under Findings Section 22.b,c.

I. RECOMMENDATIONS:

Staff recommends approval of the Site Plan, Conditional Use Permit, and Refuse and Recycle Modification for the Renton Heritage Apartments, File No. LUA14-000933, SA-H, CUP, MOD as depicted in Exhibits 2 through 5, subject to the following conditions:

1. The applicant shall comply with the three mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated March 17, 2008 as modified by the SEPA Addendum issued on August 18, 2014.
2. The applicant shall be required to record a Lot Line Adjustment, formal Lot Combination or Binding Site Plan in order to ensure the proposed mixed use building is not built across property lines. The instrument shall be recorded prior to building permit approval.
3. The applicant shall be required to submit a revised landscape plan to the Current Planning Project Manager prior to building permit approval. The revised landscape plan shall depict the following: specific detail for courtyard screening and furniture; an additional street tree along Main Ave S at the southern portion of the site; and landscape planters to denote pedestrian entry points
4. The applicant shall be required to revise the parking plan to include the following: relocation of the three northern most stalls located at grade along the alley and/or limit the stalls to back in parking only; the provision of adequate ADA accessible parking stalls; and the provision of additional on-site stalls for potential residential/restaurant employees and restaurant patrons in the amount of 10-20 stalls. The plan shall include additional direct access stalls, in combination with tandem spaces (if utilized). Alternatively, the applicant may provide parking off-site which could be subject to a joint parking requirement. The revised parking plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval or construction permit approval whichever comes first.
5. The applicant shall be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage (residential and commercial). Proposed signage shall be compatible with the building's architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
6. The applicant shall be required to submit verification that a closure permit has been obtained and/or demonstrates that no detectable unauthorized release has occurred or that unauthorized releases have been cleaned up. This information shall be provided to the Current Planning Project Manager prior to construction permit approval.
7. The applicant shall submit revised elevations which incorporate additional height for the first story of the entire structure, to no less than 15-feet, and the use of a two-story entrance for the commercial

component at the corner of Main Ave S and S 2nd St. The applicant may also submit an alternative solution which would provide additional natural light to the commercial use (both indoor and outdoor) and achieves a more prominent architectural entrance at the corner of Main Ave S and S 2nd St. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

8. The applicant shall provide awning detail which depict additional appropriately-sized awnings along the balance of the Main Ave S and S 2nd St ground level facades in order to provide weather protection and emphasize the commercial aspect of the ground level. Awnings are required to accentuate the building architecture and placed so as to avoid blocking window glazing as much as possible. The awning detail shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
9. The applicant shall be required to provide bollards or an alternative measure to reduce the potential for vehicles to compromise the safety of patrons using the proposed outdoor seating area. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
10. The applicant shall submit a final public art plan or an approved streetscape public improvement plan. Additional streetscape amenities which may include ornamental bicycle racks, public refuse receptacles, or use of small raised landscape planters which could also serve to provide informal seating at the ground level. The preferred plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
11. The applicant shall submit revised elevations depicting added floor to ceiling window types for the extension of the proposed retail space to the west along S 2nd St and south along Main Ave S to the respective retail space entrance from the sidewalk. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
12. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other high quality material. Full brick-sized material should be encouraged for at least the street level façade to ensure durable materials are applied in high traffic pedestrian locations. Any non-brick masonry finishes proposed at the ground level that may be accessible to humans should be anti-graffiti coating applied to ensure easy removal of graffiti.
13. The applicant shall provide a lighting plan which complies with the Design District standards. The plan shall indicate the location of exterior/ornamental lighting to be attached to the building, including specifications and photo samples of the light fixtures. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
14. The applicant shall submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. Should the applicant utilize ornamental bicycle parking along the streetscape those stalls shall be used to offset the required number bicycle parking stalls.
15. The applicant shall provide a pavement design for Main Ave S and S 2nd St. The pavement design shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.
16. The applicant shall be required to submit a recorded pedestrian easement in sufficient width (up to 4 feet) to construct street improvements behind the existing curb. The easement shall be submitted to and approved by the Plan Reviewer prior to construction permit approval.

17. The applicant shall be required to dedicate up to 11 feet in order to construct alley improvements adjacent to the existing alley. The dedication shall be submitted to and approved by the Plan Reviewer prior to construction permit approval.

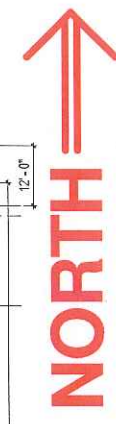
EXPIRATION PERIODS:

Site Plan Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-200.

Conditional Use Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-030.

DATE	2016.03.15
PROJECT	RENTON HERITAGE APTS.
PROJ. #	11747
PROJ. NAME	S. 2ND ST. AND MAIN AVE., RENTON, WA
OWNER	COSMOS DEVELOPMENT CO.
ARCHITECT	STRICKER CATO MURPHY ARCHITECTS

- ALLEY DEDICATION
- PEDESTRIAN EASEMENT
- TPO MEMBRANE ROOF
- PATIO

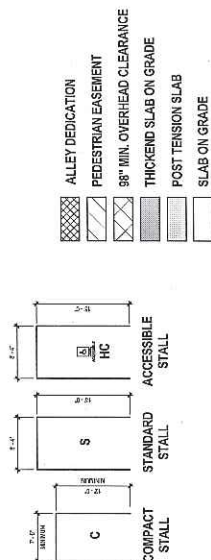


MAIN AVE. SOUTH

SOUTH 2ND ST.



EXHIBIT 2

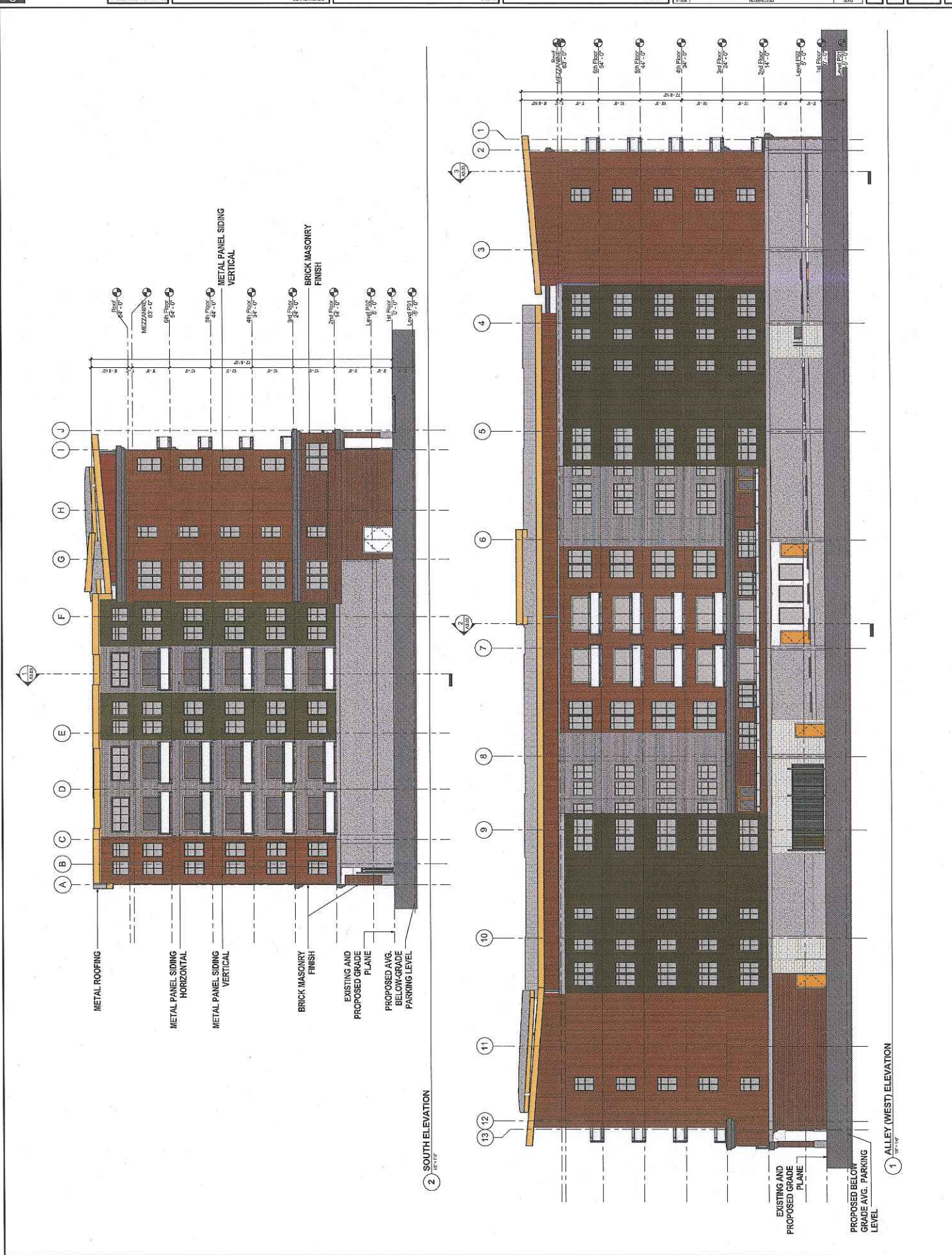


Level	Count	Description
Level P01	2	VAN
Level P01	3	COMPACT
Level P01	44	Standard
1st Floor	3	COMPACT
1st Floor	40	Standard
1st Floor	1	VAN
Level P02	8	COMPACT

Grand total: 101



EXHIBIT 5



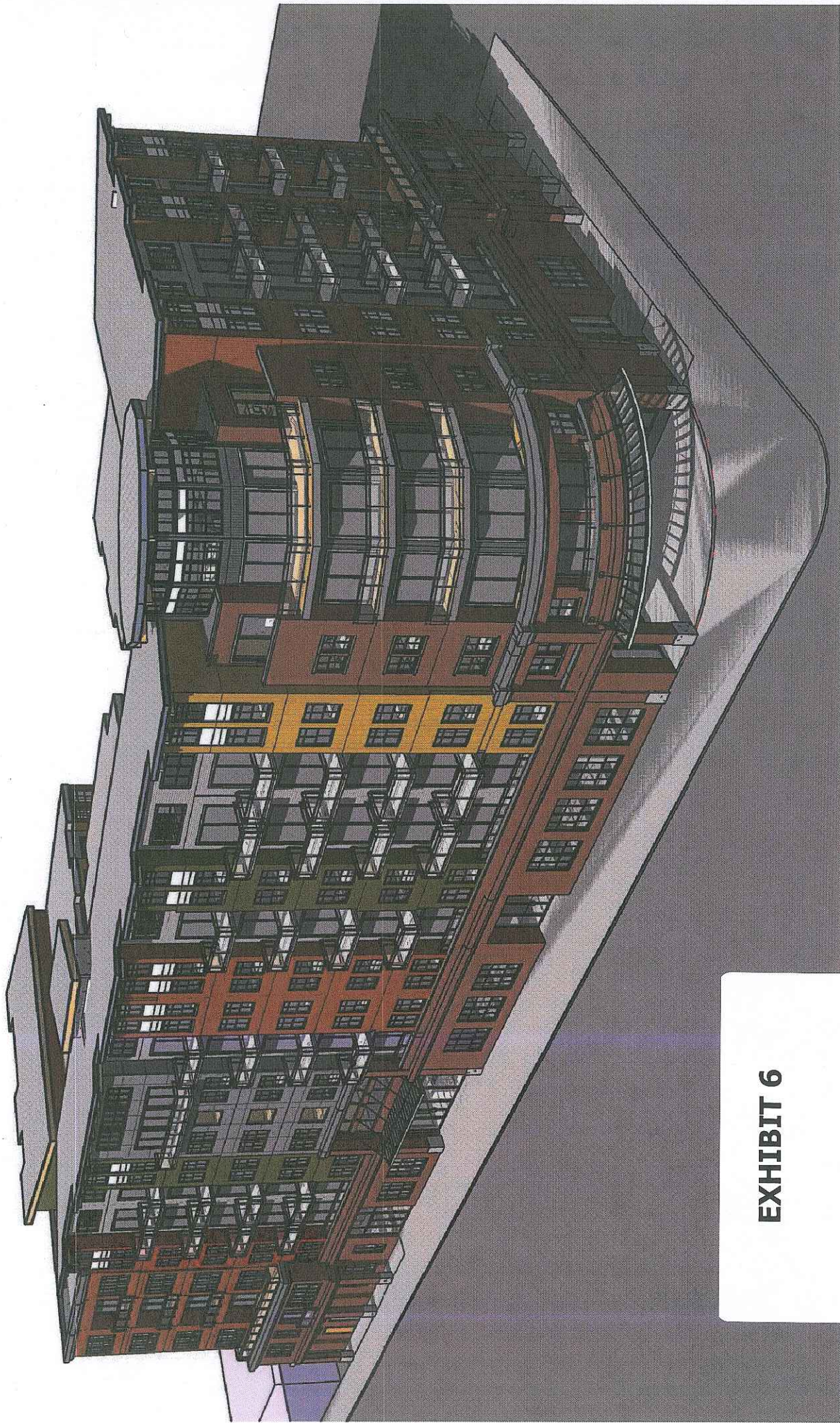
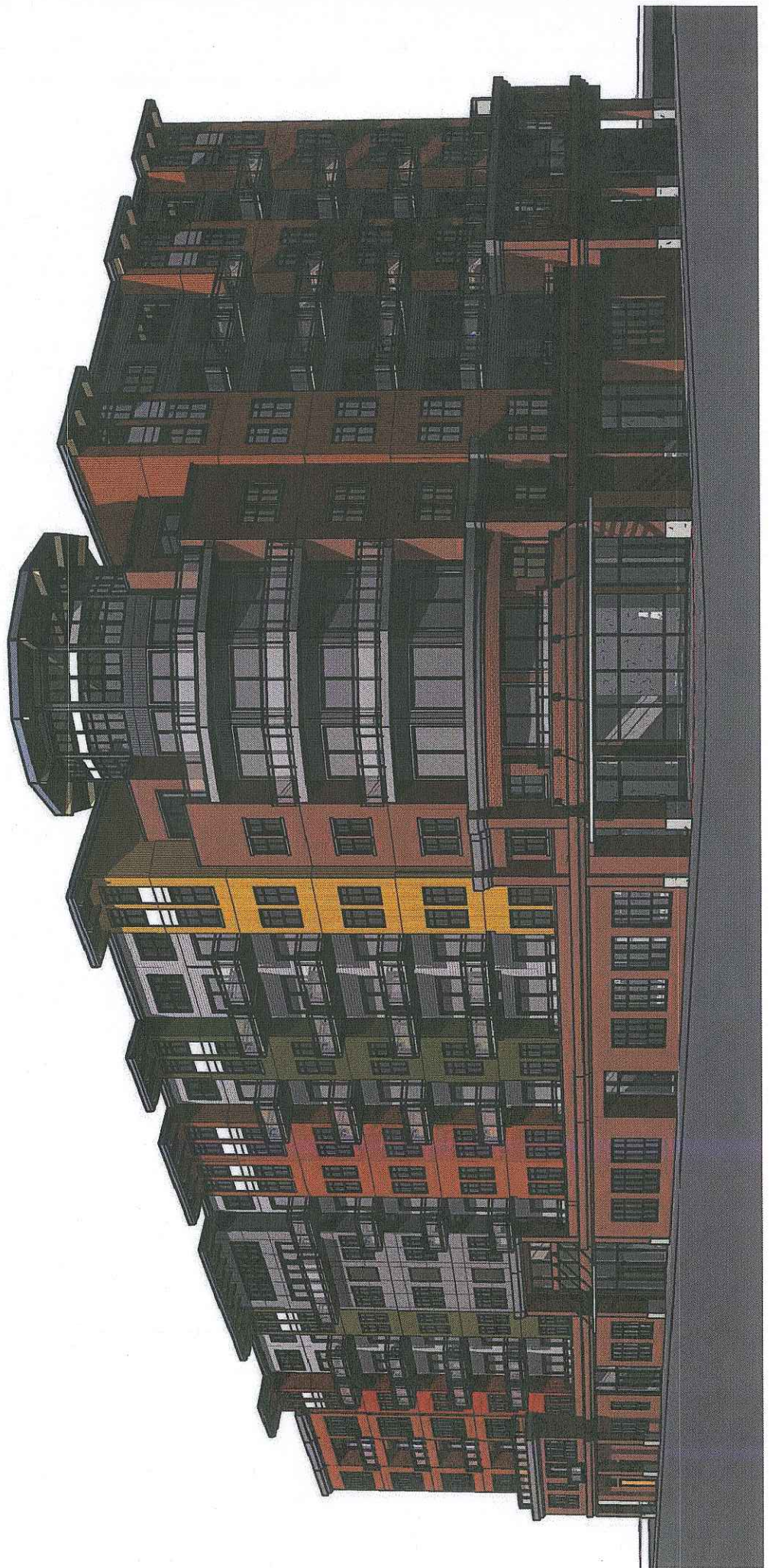


EXHIBIT 6



CITY OF RENTON
DETERMINATION OF NON-SIGNIFICANCE-MITIGATED
MITIGATION MEASURES

Entire Document
Available Upon Request

APPLICATION NO(S): LUA08-139, SA-H, CU-H, ECF
APPLICANT: N & C Investments LLC
PROJECT NAME: 2nd and Main Mixed Use Apartments

DESCRIPTION OF PROPOSAL: The applicant is requesting Hearing Examiner Site Plan Review, Conditional Use Permit approval, a Parking Code modification and Environmental Review for the construction of a six-story (69 feet, 10 inches) mixed use building. The subject property is located within the Center Downtown (CD) zoning designation, Downtown Core Area, and Urban Design Overlay District A. The proposed building would include one underground level of parking, one story of commercial space and five stories of residential apartments. The proposed building would include 94,768 square feet of residential space in 101 units, 9,344 square feet of commercial space, and 125 parking stalls within 36,977 square feet (11,901 square feet at grade and 25,076 square feet below grade). Access to the site would be provided from the alley along the westerly property line and from Main Avenue South. The subject property lies within a seismic hazard area.

LOCATION OF PROPOSAL: 207 Main Avenue S

LEAD AGENCY: The City of Renton
Department of Community & Economic Development
Planning Division

MITIGATION MEASURES:

1. The applicant shall comply with the recommendations delineated in the Geotechnical Engineering Study, dated July 18, 2007, prepared by Geotech Consultants.
2. Erosion Control shall be installed and maintained during construction in accordance with the State Department of Ecology Erosion and Sediment Control Requirements as delineated in the 2005 Storm Water Management Manual.
3. A Parks Mitigation Fee of \$354.50 for each multi-family unit and shall be paid prior to issuance of building permits. The project includes 101 multi-family units and the fee is estimated to \$35,804.50.
4. Work shall immediately cease and the Washington State Department of Archaeology and Historic Preservation shall be contacted should any archaeological artifacts be discovered during earthwork activities.
5. A Transportation Mitigation Fee of \$75.00 for each new trip attributed to the development shall be paid prior to issuance of building permits. The project is expected to generate 1,042 new daily trips and the fee is estimated to be \$75,150.
6. A Fire Mitigation Fee of \$388.00 for each multi-family unit and \$0.52 per square foot of commercial space shall be paid prior to issuance of building permits. The project includes 101 multi-family units and 9,344 square feet of commercial area and the fee is estimated to be \$44,047.88.
7. An aviation easement shall be provided and notification shall be provided to each tenant through individual lease agreements.

EXHIBIT 7

CITY OF RENTON
DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT - PLANNING DIVISION
AFFIDAVIT OF SERVICE BY MAILING

On the 22nd day of July, 2014, I deposited in the mails of the United States, a sealed envelope containing **Acceptance and Notice of Application** documents. This information was sent to:

Name	Representing
Renton Heritage, LLC	Owner
Oscar Del Moro, Cosmos Development	Applicant
Raymond Gamo, Stricker Cato Murphy	Contact
See attached	Parties of Record
Nancy Rawls	RSD

(Signature of Sender): _____

STATE OF WASHINGTON)

) SS

COUNTY OF KING)

I certify that I know or have satisfactory evidence that **Sabrina Mirante** signed this instrument and acknowledged it to be his/her/their free and voluntary act for the uses and purposes mentioned in the instrument.

Dated: July 22, 2014

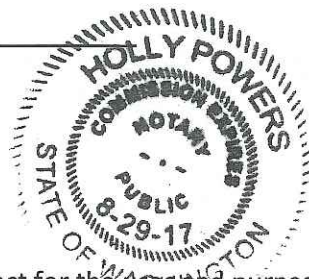
Holly Powers
Notary Public in and for the State of Washington

Notary (Print): _____

Holly Powers

My appointment expires: _____

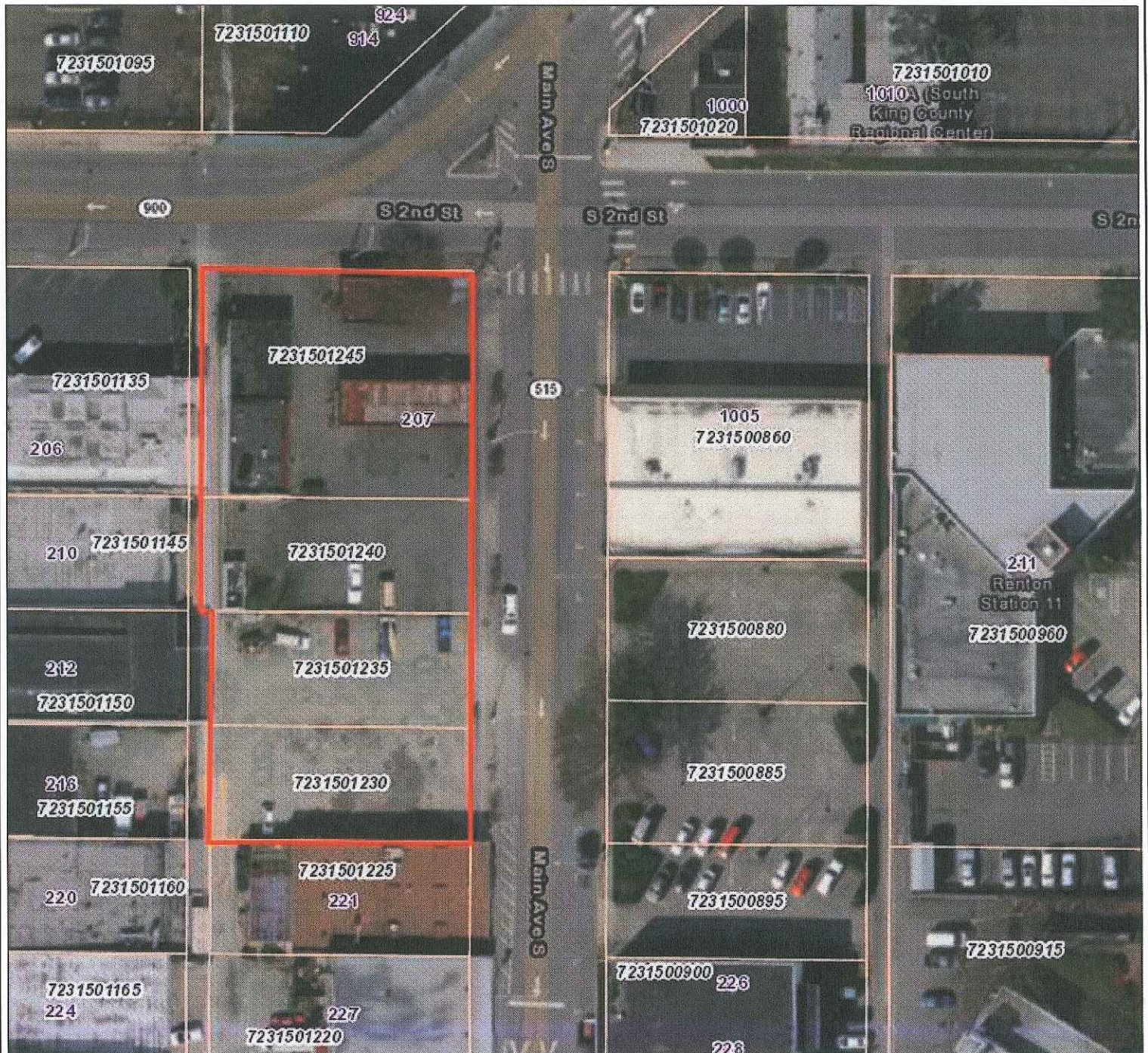
August 29, 2017



Project Name:	Renton Heritage Apartments
Project Number:	LUA14-000933, CU-H, MOD, SA-H

EXHIBIT 8

Aerial Photo



Notes

None



64 0 32 64 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Legend

City and County Boundary

Other

City of Renton

Addresses

Parcels

EXHIBIT 9

JUL 16 2014

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GEOTECHNICAL ENGINEERING STUDY
Proposed Mixed-Use Building
207- 219 Main Avenue South.
Renton, Washington

This report presents the findings and recommendations of our geotechnical engineering study for the site of the proposed mixed-use building to be located in Renton.

We were provided with site plans and a topographic map. TSA Architects developed these plans, which are dated March 8, 2007. The topographic map shows the buildings and structures on and near the subject site, 2-foot contour intervals have also been mapped, and the relationship between the property and the intersecting streets, Main Avenue South and South 2nd Street are also shown. Based on these plans, we understand that the building will consist of 5 stories of residential apartments over a ground-level parking and retail area and one level of below ground parking. The project will cover the majority of the site and we anticipate cuts on the order of 10 to 12 feet.

If the scope of the project changes from what we have described above, we should be provided with revised plans in order to determine if modifications to the recommendations and conclusions of this report are warranted.

SITE CONDITIONS

SURFACE

The Vicinity Map, Plate 1, illustrates the general location of the site. The property is rectangular in shape and consists of four lots at the southwest corner of Main Avenue South and South 2nd Street in Renton. The northern half of the site, at one time a gas station, is still occupied by the pump canopy and the shop building. The gas tanks on the southern portion of the northern parcel were removed in the past. Currently, the building is occupied by a coffee shop and the southern half of the site is undeveloped and being used as a parking lot. The site is flat and the northern half is paved while the southern half is gravel.

An 11-foot-wide alley bounds the site to the west and South 2nd Street and Main Avenue South bounds the site to the north and east. On the western side of the alley are three CMU office buildings. The northernmost building is a tall one-story, is located approximately 11 feet from the site, and has a finished floor elevation several feet below the alley grade. The central building is located approximately 25 feet from the site and is one story tall. The southern building is two stories over a basement that has a finished floor approximately 4 to 5 feet below the alley grade. A tall one-story CMU building sits on the common property line to the south. Its finished floor elevation is near the existing site grade. Several large cracks are visible on the north-facing wall of this building, and it appears that the eastern end of the building has settled severely relative to its western end.

SUBSURFACE

The subsurface conditions were explored by drilling seven borings at the approximate locations shown on Plate 2. Our exploration program was based on the proposed

Entire Document
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San Diego
Austin
Irvine
Eugene
San Francisco
Anchorage

TECHNICAL INFORMATION REPORT
For
Renton Heritage Apartments

207-219 Main Avenue South
Renton, Washington

Prepared for:

Stricker Cato Murphy Architects, P.S.
311 First Avenue South, Suite 300
Seattle, Washington 98104

DCI Job No. 14012-0023
July 15, 2014



This report has been prepared by
Sunny Salh, E.I.T. of DCI Engineers
under the direction of the
professional engineer whose stamp
and signature appear hereon.

EXHIBIT 11

Stewart Street, Suite 1000 | Seattle, Washington, 98101 Phone (206) 332-1900

Service Innovation Value

ADDENDUM TO ENVIRONMENTAL (SEPA) DETERMINATION OF SIGNIFICANCE (DNS-M) - MITIGATED

Entire Document
Available Upon Request

it to WAC 197-11-600(4)(c) and WAC 197-11-625

Addendum to the 2nd and Main Mixed Use Apartments (LUA07-139) as Added by the City of Renton Determination of Non-Significance - Mitigated (DNS-M)

Date of Addendum:

August 18, 2014

Date of Original Issuance of SEPA Threshold Determination:

March 17, 2008

Proponent:

Cosmos Development Co.

Project Number:

LUA14-000933, CU-H, SA-H, MOD

Project Name:

Renton Heritage Apartments

Proposal / Purpose of Addendum: The applicant is requesting Hearing Examiner Site Plan Review, Hearing Examiner Conditional Use Permit and a modification for the construction of a 5-story mixed-use building containing 101 residential units and 3,553 square feet of commercial space. In 2008 the applicant received Hearing Examiner Site Plan, Conditional Use Permit, and parking modification approvals along with Environmental Review for the construction of a 101 unit mixed use building (LUA07-139). However, the Hearing Examiner Site Plan, Conditional Use Permit expired in 2010. The applicant is now proposing to maintain much of the original proposal in order to eliminate the need for additional Environmental Review. The mixed-use structure would have an average height of 64 feet. The vacant 29,500 square foot site is located within the Center Downtown (CD) zoning classification on the southwest corner of S 2nd St and Main Ave S. Primary vehicular access to the site would be provided via two entry points from an existing alley, along the western side of the property, which is proposed to be widened. A total of 101 parking spaces would be provided within and under the structure. A refuse and recycle modification, from RMC 4-4-090, is being requested in order to eliminate the number of required deposit and collection points. The site is located on Zone 1 of the Aquifer Protection Area and within a Seismic Hazard Area. There appears to be no other critical areas located on site.

The applicant has indicated that the revised proposal includes the same number of units, height, access, public art commitment and orientation as the expired proposal. The differences

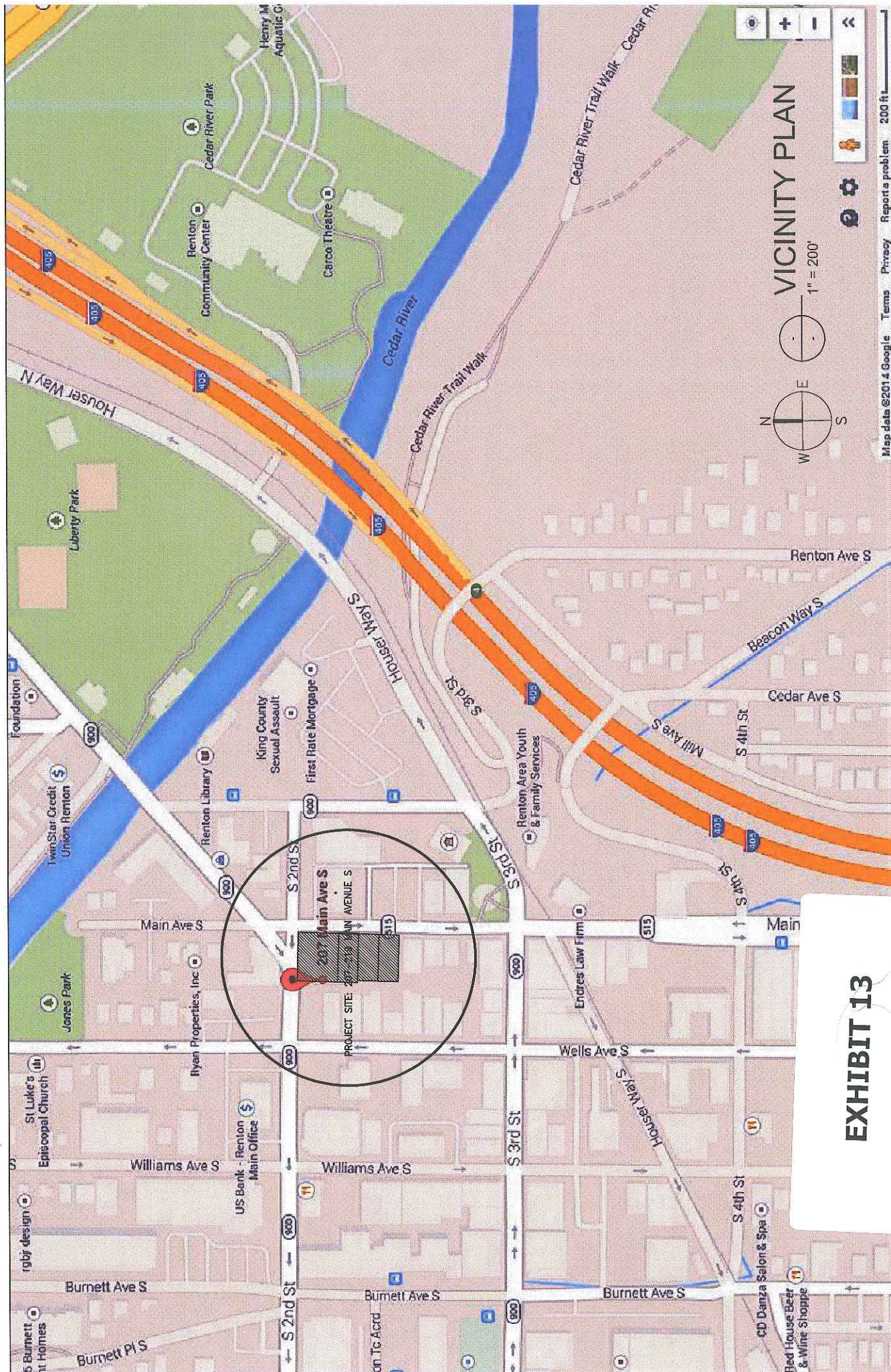


EXHIBIT 13

DRAFT

TECHNICAL MEMORANDUM

Project: Renton Heritage Apartments
Subject: Transportation Impact Analysis
Date: June 17, 2014
Authors: Jennifer Barnes, P.E.
Tod McBryan, P.E.

City of Renton
Planning Division

JUL 16 2014

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This report presents the transportation impact analysis for the proposed mixed use development at 207-219 Main Avenue S in Renton. It includes a description of existing and proposed conditions in the site vicinity, projected trip generation and distribution, operational analysis where site-generated traffic would access the street system, and an assessment of the project's impacts to transit service and non-motorized facilities. The analysis presented in this report follows traffic impact analysis guidelines that have been established by the City of Renton (City).¹

1. Project Description

The site consists of four parcels, one of which was occupied by a service station and three vacant lots. It is bounded by Main Avenue S on the east, an alley on the west, S 2nd Street on the north, and private parcels on the south. The site vicinity is shown on Figure 1. The project would construct a six-story building with 101 apartments and up to 5,000 square feet (sf) of ground-level neighborhood retail space. The project would provide on-site parking for 101 vehicles, which would be accessed from the alley. The project would also dedicate right-of-way and make improvements such that the alley would be 16-feet wide along the project frontage (approximately 250 feet) south from S 2nd Street. The proposed site plan is shown on Figure 2.

It should be noted that the alley currently extends about 400 feet south from S 2nd Street and ends. However, City staff has indicated that in conjunction with redevelopment of this block, the City would acquire an easement and/or right-of-way to connect the alley from its current southern terminus east to S Main Avenue. The City would also make the requisite improvements to the alley south of the project site (approximately 270 feet) to S Main Avenue.² Therefore, this report assumes that with the proposed project, the alley would provide access at S 2nd Street and S Main Avenue.

EXHIBIT 14

¹ City of Renton, Policy Guidelines for Traffic Impact Analysis for New Development, Rev. March 12, 2008.

² City of Renton, Rocale Timmons, June 16, 2014.

PUBLIC HEARING

City of Renton

Department of Community & Economic Development

PRELIMINARY REPORT TO THE HEARING EXAMINER

A. SUMMARY AND PURPOSE OF REQUEST:

Public Hearing Date: April 15, 2008

Project Name: 2nd and Main Mixed Use Apartments

Applicant/
Address
N & C Investments LLC
7432 SE 27th Street
Mercer Island, WA 98040

Owner/ Address:	N & C Investments LLC	Contact: Steve Thomas
	7432 SE 27 th Street	TSA Architects
	Mercer island, WA 98040	10800 NE 8 th Street, Suite 300 Bellevue, WA 98004

File Number: LUA07-139, SA-H, CU-H,
ECF

Project Description: The applicant is requesting Hearing Examiner Site Plan Review, Conditional Use Permit approval, a Parking Code modification and Environmental Review for the construction of a six-story (69 feet, 10 inches) mixed use building. The subject property is located within the Center Downtown (CD) zoning designation, Downtown Core Area, and Urban Design Overlay District A. The proposed building would include one underground level of parking, one story of commercial space and five stories of residential apartments. The proposed building would include 94,768 square feet of residential space in 101 units, 9,344 square feet of commercial space, and 125 parking stalls within 36,977 square feet (11,901 square feet at grade and 25,076 square feet below grade). Access to the site would be provided from the alley along the westerly property line and from Main Avenue South.

Project Location: 207 Main Avenue South (southwest corner of Main Avenue South and South 2nd Street)

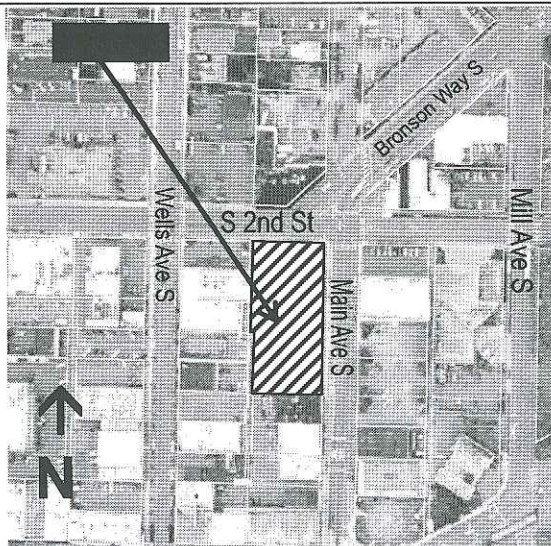


EXHIBIT 15

Heritage Apartment Alley Improvement



Notes

None



103 0 52 103 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Legend

City and County Boundary

Other

City of Renton

Addresses

Parcels

EXHIBIT 16



City of
Renton

EXHIBIT 17

